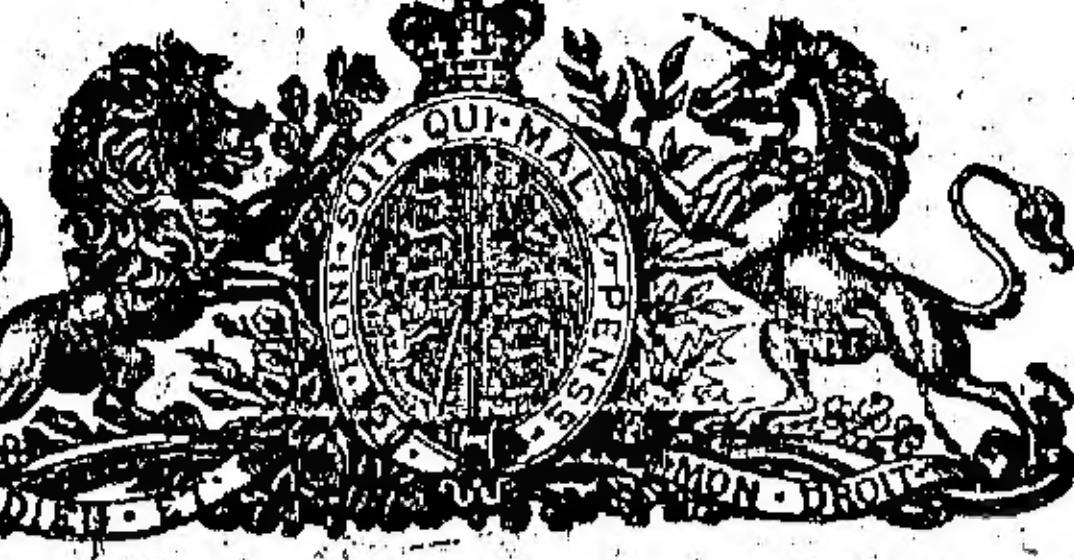


CHINA



Established February, 1845.

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXII. No. 4003. 號七廿月四年大十七百八十一英

HONGKONG, THURSDAY, APRIL 27, 1876.

日四初月四年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

Geo. ANDON:—F. ALGAR, 8, Clement's Lane, Lombard Street; GEORGE STREET, 30, Cornhill; GORDON & GOTCH, 121, Holborn Hill; E.C. BATZS, HENRY & CO., 4, Old Jewry; E.C. SAMUEL DEACON & CO., 160 & 161, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbournes and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

CHINA:—Swales, QUELCH & CAMPBELL, Amy, GILES & CO., Foochow, Hedges & CO., Shanghai, Lane, Crawford & CO., and KELLY & CO., Manila, C. HEINZEN & CO., Macao, L. A. DA GRADA.

BANKS.

COMPTOIR DESCOMpte DE PARIS, INCORPORATED BY NATIONAL DECREES OF THE 7TH AND 8TH MARCH, 1848,

BY IMPERIAL DECREES OF 25TH JULY, 1864, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

Francs, £ Sterling.
PAID-UP CAPITAL, ... 80,000,000 3,200,000
RESERVE FUND, ... 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENT.—144, Leadenhall St., E.C.
AGENCIES.—At Nantes, Lyons, Mar-
seilles, Brussels, Bombay, Calcutta,
St. Denis (Ile de la Réunion), Hong-
kong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England,
Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,

Manager,
Offices in Hongkong: Bank Buildings,
Queen's Road,
Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.
RESERVE FUND, ... 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLIUS, Esq.
Deputy Chairman.—AD. ANDRÉ, Esq.
J. F. CORDES, Esq. S. W. PEMEROY, Esq.
H. HOPPIUS, Esq. F. D. SABSON, Esq.
A. MOIWER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.
Manager,
Shanghai, EVERETT CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 percent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 , " 4 per cent. " "
" 12 , " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 17, 1876.

FOR SALE.

THE Undersigned valuable LAND and BUILDINGS on inland Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. B. FALCONER.

The TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with Treasuries and ample Godowns; the Ground Floors are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to JOHN NOBLE,
48, Queen's Road,
Hongkong, March 29, 1876.

Notices of Firms.

NOTICE,
I have this day authorized Mr J. Y. V. SHAW to sign my name per procura-
tion.

A. MACG. HEATON.
Hongkong, January 1, 1876.

NOTICE,
THE Undersigned have entered into Co-
partnership from the First day of
January, 1876, in the Business of Ship-
brokers at this Port, under the style of
MORRIS & RAY.

A. G. MORRIS.
Bank Buildings,
Hongkong, February 3, 1876.

NOTICE,
WE have Established branches of our
Firm at Haiphong and Hanoi. Mr
E. CONSTANTIN is authorized to sign by
procuration in Tongkin.

LANDSTEIN & CO.
Hongkong, December 31, 1875.

NOTICE,
THE Undersigned has been appointed
SURVEYOR to LLOYD'S REGISTER
at this Port.

R. H. CAIRNS.
1, Club Chambers,
Hongkong, April 20, 1876.

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

I BEG to notify that I have been appointed
ACTING SUPERINTENDENT for
the above Company's Station at this Port
from this date.

CARL CHR. BOJESEN.
Hongkong, April 6, 1876.

NOTICE,
I HAVE this day established myself as
GENERAL COMMISSION AGENT
at the Ports of Takow and Tsinan.

P. F. DA SILVA.
Formosa, April 1, 1876.

NOTIFICATION.

IT is herewith notified that a Custom
House has been established at
KIUNGCHOW (慶州), and has been
opened for transaction of Business under
this day's date.

H. O. BROWN,
Commissioner of Customs,
Kiungchow Customs,

Hoi-how, April 1, 1876.

my8

NOTICE.

LANE, CRAWFORD & CO. will sell
by Public Auction, in their Sale
Room, Praya, on

FRIDAY,

the 28th April, 1876, at Noon.

Morton's Oilman's Stores, Pickles,
Sauces, Vinegar, Salad Oil, Table Salt,
Tart-fruits, Jam, Jelly, Raisins, Cur-
rants, Tapicca, Oatmeal, Cheese, &c.

Also,

Assorted Bonbons, Lemon Syrup, Cot-
ton Soaks, Table Cloths, Napkins, Tooth
Brushes, Shoe Brushes, Tobacco, Lime
Juice, Chloride of Lime.

100 Navy Pistols.

4 cases Cologne Water.

&c., &c., &c.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors

of description, at purchaser's risk on the

fall of the hammer.

Hongkong, April 25, 1876.

my28

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Auction, on

SATURDAY,

the 29th day of April, 1876, at 2 p.m.,

at his Sales Room, No. 8, Queen's

Road,—

An Invoice of Steel Engravings and
Chromolithographs.

An Invoice of Perambulators.

Sundry German, Latin, English,
Spanish and French BOOKS.

And,

A few Ningpo Carved Book Slides,

Picture Frames and Figures.

Also,

1 Amoy COW with Calf at Foot.

1 Amoy HEIFER.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.1.7.

All lots, with all faults and errors of

description, at purchasers' risk on the

fall of the hammer.

J. M. ARMSTRONG.

Auctioneer.

Hongkong, April 26, 1876.

ap29

PUBLIC AUCTION.

By Order of the Mortgagors, under Bill

of Sale.

LANE, CRAWFORD & CO. have

received instructions from the

Mortgagor to sell, on

MONDAY,

the 8th May, 1876, at Noon.

The Whole of the Stock-in-trade, Shop

Fittings, Machinery, Carpenter's, En-

gineer's, and Blacksmith's Tools, House-

hold Furniture, &c., &c., &c., of or

belonging to B. R. STANFORD, Ship-

wright, &c., on the Premises at Spring

Gardens.

Further particulars will be shortly

announced.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.1.7.

All lots, with all faults and errors of

description, at Purchasers' risk on the

fall of the hammer.

LAMMERT, ATKINSON & CO.

Hongkong, April 22, 1876.

my6

JUST RECEIVED,

Ex S. S. "NAPLES."

A Large Assortment of New Books.

NOVELS, WORKS OF REFERENCE,

GIFT BOOKS,

SCHOOL BOOKS, &c.

LAMMERT, ATKINSON & CO.

Hongkong, April 22, 1876.

my6

JUST RECEIVED,

Ex S. S. "VIKING & NAPLES."

PRIME Quality Books DANISH

BUTTEK in tins of 1-lb., 2-lb., and

4-lb. each.

BASS' ALE, (October brew), in bulk

hhd. and kilderkins.

LAMMERT, ATKINSON & CO.

Hongkong, April 22, 1876.

my5

JUST RECEIVED,

Ex S. S. "NAPLES."

A Large Assortment of New Books.

NOVELS, WORKS OF REFERENCE,

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALIE, ADEN, SUEZ,
ISMALIA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS AND
CALCUTTA.

ON SATURDAY, the 29th April, 1876, at Noon, the Company's S. S. SINDH, Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 28th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Counts and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 24, 1876. ap2

FOR SALE.

FOR SALE.

THIS Season's American HAMS and BACON in prime condition. Smoked SALMON.
Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.
MACEWEN, FRICKEL & Co.
Hongkong, February 19, 1876.

BISCUIT FLOUR.

Excellent FOOD for INFANTS and CHILDREN.
MANUFACTURED SOLELY BY THE HONGKONG & CHINA BAKERY CO., LIMITED.
In Tins Containing 6 lbs.
Hongkong, April 8, 1876. my4

FOR SALE.

200 Casks CLARET from BORDEAUX.
Apply to
LANDSTEIN & Co.
Hongkong, March 10, 1876.

To-day's Advertisements.

FOR AMOY (DIRECT).

The Steamer "LEONOR," Captain ARANGUREN, will be despatched for the above Port TO-MORROW, the 28th instant, at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, April 27, 1876. ap28

CASTLE LINE OF STEAMERS.

FOR SAIGON.

The Steamer "GLAMIS CASTLE" will leave for the above Port at Daylight on SATURDAY, the 29th instant. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, April 27, 1876. ap28

FOR SWATOW, AMOY, TAIWANFOO AND TAMSUI.

The Steamer

"HAILOONG," Captain ABBOTT, will be despatched for the above Ports on SUNDAY, the 30th Inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, April 27, 1876. ap28

FOR COOKTOWN, BRISBANE AND SYDNEY.

(Taking through cargo for MELBOURNE)

The Eastern and Australian Mail Steam Co.'s Steamer "SINGAPORE," Captain J. H. PEAKE, will be despatched above on SATURDAY, the 6th May, at Noon. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.
Hongkong, April 27, 1876. my6

STEAM TO YOKOHAMA.

(Taking cargo at through rates to HIOGO & NAGASAKI)

The P. & O. S. N. Co.'s S. S. "LOMBARDY" will leave for the above place about 24 hours after her arrival with the next English Mail.
A. MOIVIER,
Superintendent.
Hongkong, April 27, 1876.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "LOMBARDY" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOIVIER,
Superintendent.

Hongkong, April 27, 1876.

OCEAN STEAMSHIP COMPANY.

ONSIGNERS per Company's steamer "Glaucus" are hereby notified that the cargo is being discharged into craft & landed at the Godowns of the Undersigned, in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Godown on and after the 29th April, 1876.

Goods undelivered after 6th May, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, April 27, 1876. my9

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Company's Steamship "TIBRE," Captain De Girard, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 27, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Company's Steamship "AVA," Captain Fleuret, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Acting Agent.

Hongkong, April 27, 1876.

NOTICE.

APPLES OFF THE ICE.
Just Landed and For Sale.
CHOICE AMERICAN BALDWIN APPLES, in Good Condition, received packed in Ice, ex Ship "Comet," TUDOR COMPANY, J. F. HORGAN, Agent. Hongkong, April 27, 1876. my4

SHIPPING.

ARRIVALS.
April 27, Fuyuen, from Canton.
April 27, Consolation, British steamer, 788, Cormack, Saigon April 22, Rice.—
ORDERS.
April 27, Singapore, British steamer, 984, Jas. H. Peake, Sydney Mar. 29, Cooktown April 4, and Singapore 20, General—GIBB, Livingston & Co.
April 27, Glaucon, British steamer, 1650, T. S. Jackson, London and Singapore April 20, General—BUTTERFIELD & SWIRE.
April 27, Maria Heydorn II, German barque, 256, A. Muellmann, Newchwang April 5, Beans.—W.M. PUSTAF & Co.
6.30 p.m.—Two barques signalled from the westward.

DEPARTURES.

April 27, Douglas, for Swatow, &c.
27, Yangtsze, for Shanghai.

CLEARED.

Henrietta Behn, for Novgorodsky, Christian, for Haiphong.
Villa de Rivadavia, for Manila.
Yarra, for Takao.
Duna, for Saigon.
Leonor, for Amoy.
Pardo, for Saigon.

PASSENGERS.

ARRIVED.—Per Singapore, Mr and Mrs Greg, child and servant, Messrs Anderson, Smith, Smith, Ah Sin and 51 Chinese from Sydney, and 255 from Singapore.

Per Glaucon, 1 European and 138 Chinese.

DEPARTED.—Per Douglas, for Amoy, Mr A. H. Duncan, for Foochow, Dr Dean, and Mr J. H. P. Sanderson; 1 European deck and 27 Chinese.

Per Yangtsze, for Shanghai, Miss Bacon, Mr Bacon, and 2 other cabin.

SHIPPING REPORTS.

The British steamer Singapore reports: nothing but fine weather with light breezes throughout the passage.

The British steamer Consolation reports: fine weather all the way to port.

The British steamer Glaucon reports: light N.E. and E winds and fine weather throughout. Passed the barque Offercas bound North of Pulo Sapata, same day passed the barque Three Sisters and the s.s. Bowen, both bound South.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:

FOR AMOY.—

Per LEONOR, at 11.30 a.m. To-morrow, the 28th Inst.

FOR SHANGHAI.—

Per GLENLYON, at 8.30 p.m. To-morrow, the 28th Inst.

Per GLAUCON, at 4.30 p.m. To-morrow, the 28th Inst.

FOR SAIGON.—

Per CITY OF EXETER, at 11.30 a.m.

To-morrow, the 28th Inst., instead of as previously notified.

Per ADRIA, at 11.30 a.m. on Monday, the 1st May.

MAILS BY THE FRENCH PACKET.

The French Contract Packet SINDH will be despatched on SATURDAY, the 20th Inst., with Mails to and through the United Kingdom and Europe, via Marseilles, to Saigon, Singapore, Batavia, Galle, Colombo, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:

Friday, 28th Inst.—

5 p.m.—Money Order Office closes.

9 p.m.—Meeting of Zetland Lodge.

Saturday, 29th Inst.—

7 a.m.—Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

Noon.—Singapore leaves for Cooktown, Brisbane and Sydney.

Goods per Glaucon undelivered after this date subject to rent.

11.30 a.m., when the Post Office closes entirely.

ALFRED LISTER,
Postmaster General.

General Post Office, Hongkong, April 24, 1876. my8

General Memoranda.

SATURDAY, April 28.—

Daylight.—Glamis Castle leaves for Saigon.

Noon.—French Mail leaves for Ports of Call and Europe.

2 p.m.—Sale of Sundries at Mr J. M. Armstrong's Sales Room.

SUNDAY, April 29.—

Daylight.—Hai Long leaves for Swatow, Amoy, Taiwanfoo and Tamsui.

Goods per Glaucon undelivered after this date subject to rent.

MONDAY, May 1.—

Noon.—Sale of Stock-in-trade and Household Furniture, of Mr B. R. Stanford, Shipwright, at Spring Gardens.

TUESDAY, May 2.—

Noon.—American Mail leaves for Yokohama and San Francisco.

MONDAY, May 15.—

8 p.m.—American Mail leaves for Yokohama and San Francisco.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:

FOR HOIHOW & HAIPHONG.—

Per WASHI, at 5 p.m. on Saturday, the 29th Inst.

FOR BANGKOK.—

Per DANUBE, at 2.30 p.m. on Monday, the 1st May.

FOR COOKTOWN, BRISBANE & SYDNEY.—

Per SINGAPORE, at 11.30 a.m. on Saturday, the 6th May.

Mails will be made up for all parts of East Australia, Tasmania, and Melbourne.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour.

Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the Mail amongst the shipping in port, and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Leonor leaves for Amoy (direct).

Glaucon leaves for Shanghai on or about this date.

Auctions.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

THE CHINA MAIL.

The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour.

Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the Mail amongst the shipping in port, and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to

GEO. MURRAY BAIN,
China Mail Office.

The publication of this issue commenced at 7.00 p.m.

MARRIAGE.

On the 27th Instant, at St. John's Cathedral, Hongkong, by the Revd. R. Hayward Kidd, Colonial Chaplain, WILLIAM HENRY HAMMOND of Torrington, Devon, to MARION, Daughter of the late Rowland Bill, Esq., of Cheddar, Somerset.

THE CHINA MAIL.

HONGKONG, THURSDAY, APRIL 27, 1876.

We hope the Public Gardens will not be left without some attraction in the shape of music during the ensuing summer months. They can scarcely be frequent ed during the day on account of the heat, and unless something special is to be seen or heard in them after sundown, we fear they will entirely waste their sweet ness on the air. The Colony has every reason to be proud of the gardens from their picturesqueness and beauty, and a general desecration of them during the next few months would be much to be regretted. Cannot the regimental band gratify the residents by playing in the Gardens on one evening in the week? Of course this is asking a great favour of the officers and bandmen, nor should we perhaps have said anything on the matter had not the band of a regiment previously stationed here occasionally performed in the Gardens during the summer evenings. We are aware that the band

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, 27TH APRIL, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Harbour or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor. age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	5 k	Breeze	Brit. str.	781	April 23	Wm. Pustan & Co.		
Bonelli	5 c	Buchanan	Brit. str.	999	April 18	Jardine, Matheson & Co.	Yokohama	Mails
Bombay	4 k	Smith	Brit. str.	1327	April 11	P. & O. S. N. Co.	Saigon	
City of Exeter	2 h	Gorley	Brit. str.	787	April 12	Hop Kee		
Consolation	5 c	Cormack	Brit. str.	761	April 27			
Dambe	2 h	Clanchy	Brit. str.	561	April 4	Yuen Fat Hong	Bangkok	Sand's Slip
Douglas	5 h	Burnie	Brit. str.	864	April 11	Douglas Lapraik & Co.	Coast Ports	
Duna	4 c	Thornson	Brit. str.	876	April 14	Gilmans & Co.	Saigon	
Fuyew	5 c	Croad	Chi. str.	980	April 27	C. M. S. N. Co.	Shanghai	
Gaelic	5 h	Ridley	Brit. str.	2652	April 13	P. M. S. S. Co.	Yokohama & S. F. C. co.	Mails May 1
Genoa	4 h	Corrigall	Brit. str.	1216	April 25	Jardine, Matheson & Co.		
Glamis Castle	4 k	Dickie	Brit. str.	1539	April 21	Adamson, Bell & Co.		
Glenlyon	6 l	McDonald	Brit. str.	1376	April 15	Jardine, Matheson & Co.		
Hankow	4 c	Symington	Brit. str.	886	April 24	Eduard Schellhass & Co.		
Java	3 k	Gollards	Dut. str.	2332	April 19	Siemssen & Co.		
Leonor	6 h	Aranguirro	Span. str.	408	April 26	Douglas Lapraik & Co.		
Norden	5 c	Jensen	Dan. str.	778	April 13	Jardine, Matheson & Co.		
Norna	3 h	Walker	Brit. str.	606	April 26	Kwok Acheong		
Pardo	5 c	Power	Brit. str.	763	April 24	Landstein & Co.		
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Aug. Heard & Co.		
Rajahannitanubar	3 h	Hopkins	Brit. str.	933	April 25	Yuen Fat Hong		
Sindh	5 c	Rapatel	Fch.	2103	April 20	Messageries Maritimes		
Singapore	4 c	Peake	Brit. str.	964	April 27	Gibb, Livingston & Co.		
Stad Amsterdam	4 k	Boon	Dut. str.	1720	April 24	Jardine, Matheson & Co.		
Thales	5 b	Colos	Brit. str.	820	April 23	Douglas Lapraik & Co.		
Tibre	4 k	Girard	Fch. str.	1096	April 7	Messageries Maritimes		
Vancouver	6 c	Shaw	Brit. str.	2923	April 17	Jardine, Matheson & Co.		
Volga	5 c	Nomdedeu	Fch. str.	930	April 26	Messageries Maritimes		
Washi	.....	Hunter	Brit. str.	265	April 17	Landstein & Co.		
Yotting	2 b	.....	Brit. str.	324	June 9	Kwok Acheong		
Sailing Vessels								
Abbey Cowper	2 h	Nelson	Brit. bk.	699	April 13	Vogel, Hagedorn & Co.		
Alden Besse	4 k	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.		
Alma	2 h	Lehmeyer	Ger. bk.	388	April 26	Melchers & Co.		
Anna Dorothea	7 k	Schutt	Ger. sh.	330	April 23	Wm. Pustan & Co.		
Annie Fish	8 k	Hiffises	Amer. sh.	1496	April 23	Messageries Maritimes		
Beethoven	3 k	Haje	Ger. sh.	340	April 22	Melchers & Co.		
Canton	7 c	Krantz	Ger. sh.	365	April 15	Siemssen & Co.		
Cap Horn	1 h	Green	Ger. sh.	401	April 22	Wm. Pustan & Co.		
Caroline Behn	4 k	Schmidt	Ger. bk.	673	April 24	Siemssen & Co.		
Charter Oak	4 c	Smith	Amer. sh.	963	Nov. 11	Vogel, Hagedorn & Co.		
Chas. C. Leary	3 c	Stephen	Amer. sh.	644	April 24	Captain		
Chow Sye	2 c	Steinmeyer	Siam. sh.	462	April 20	Siemssen & Co.		
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order		
Christian	4 k	Stebr	Ger. sch.	280	April 2	Eduard Schellhass & Co.		
Comet	6 h	Bray	Amer. sh.	1187	April 23	Tudor Company		
Commissary	8 c	Hunter	Brit. sh.	900	April 23	Eduard Schellhass & Co.		
Corinne	7 k	Gorman	Brit. bk.	394	April 25	Eduard Schellhass & Co.		
Fano	3 k	Norby	Dan. bk.	337	April 21	Eduard Schellhass & Co.		
Feiga	5 k	Christiansean	Dan. bk.	316	April 23	Eduard Schellhass & Co.		
Franz	2 h	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.		
Glory	2 h	Witt	Siam. bk.	449	April 11	Chinese		
Henrietta Behn	2 c	Schaechtel	Ger. bk.	960	April 23	Order		
John Svendrop	2 h	Petersen	Norw. bg.	182	April 6	Frazar & Co.		
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.		
Kassa	8 k	Lindsay	Brit. bk.	375	April 23	Adamson, Bell & Co.		
Margarite	4 k	Owens	Brit. sh.	834	Mar. 17	Vogel, Hagedorn & Co.		
Marquis of Argyll	2 k	McKean	Brit. bk.	500	April 10	Rozario & Co.		
Mount Lebanon	3 h	Hall	Brit. bk.	559	April 23			
Ocean Chief	8 c	Coat	Brit. bk.	336	April 24	P. M. S. S. Co.		
Otago	2 h	Swadden	Brit. bk.	436	April 26	P. M. S. S. Co.		
Pallas	1 k	Lueder	Ger. bk.	421	April 21			
Presto	5 k	Laidman	Brit. bk.	383	April 23	Arnhold, Karberg & Co.		
Prince Arthur	7 k	Wells	Brit. bk.	296	April 25	P. M. S. S. Co.		
Rica Genova	8 c	Cummins	Brit. bk.	626	April 24	Chinese		
Shalimar	3 k	Cotter	Brit. sh.	1596	Mar. 30	Russell & Co.		
Swallow	2 h	Howes	Amer. sh.	1239	April 23			
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.		
Victor	4 k	Sorensen	Norw. bk.	247	April 21	Eduard Schellhass & Co.		
Wealthy Pendleton	2 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
Yarra	.....	Orieur	Brit. bk.	403	April 12	Order		
WHAMPOA								
Louise Marie		Laine	Fch. bk.	553	April 18	Landstein & Co.	Chefoo	
CANTON								
Chinkiang		Hogg	Brit. str.	798	April 23	Siemssen & Co.	Shanghai	
Yangtze		Schultze	Brit. str.	783	April 21	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor. age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	...	...	April 14	Kuhne
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Columb
Cyclop	6 c	German	gunboat	360	6	80	April 10	Von Reiche
Egeria	7 c	British	steam sloop	727	4	120	April 25	W. F. Castle
Flame	4 k	British	aux. naval hospital	.....	...	...	.....	D. M. Ins. Gen. Morgan
Frolic	6 h	British	gun vessel	462	4	100	.....	C. E. Buckle
Hertha	7 c	German	corvette	2300	19	400	Mar. 31	Knoz
Juno	7 c	British	corvette	1462	6	400	April 15	J. A. Poland
Kearsarge	6 k	American	corvette	638	6	500	April 20	F. V. McNair
Kestrel	6 h	British	gun vessel	452	4	100	Mar. 15	C. B. Theobald
Meanees	6 k	British	military hospital	2591	...	...	.....	Capt. Becker
Mosquito	7 h	British						

Capt. Breeze, in his duty towards all parties concerned if he had gone across the bar. The plaintiff had contemplated sending the ship to Cooktown before he made the charter party, and yet he kept back the information from the defendant, who certainly never contemplated such a voyage. It was too late now, of course, for the Attorney General to say what would have been the result had the plaintiff told the defendant what were his intentions in the charter of the ship, but he had no doubt that if Mr MacIver had refused to allow the steamer to proceed to Cooktown, there would have been trial here, and the A.G. had no doubt that the defendant would have been exonerated for his not complying with the terms of the charter party. The Jury must judge this case by the state of things that existed at the time, and not by what had happened afterwards. They must judge by what was within Capt. Breeze's knowledge at the end of March 1875. The *Adria* was drawing 14 feet 6 inches, and the evidence showed that at ordinary high tide the water on the bar was only from 14 to 15 feet. Was he then to risk his ship? Would any reasonable seaman cross the bar? Would it not be looked upon as a venturesome act? Moreover, Capt. Breeze contemplated that if he had gone in, he might have been shut in. Then again, there was the state of the channel inside. By the evidence they had found that it was impossible to turn the ship inside the port; a ship must come out stern foremost, and this for one whole mile. Therefore apart from the difficulty of steering a ship stern foremost, a Captain had to steer through a narrow channel, the width of which was nearly the length of the vessel. Some witnesses had called the anchorage in Cooktown a harbour, but he would show that it was only a port, and was by no means a harbour, the sea called harbour being only a few hundred feet of water from where the ships lay. Then again, as to the facilities of discharging cargo alongside the wharf, the only appliances were two spans in two of the wharves, and they were the private property of a company. As to the third wharf, there were no appliances whatever. The weather at Cooktown, at the time the *Adria* was at Cooktown, was not so serene as it was stated to be. A steamer arrived about the same time and was unable to land her passengers until thirteen hours after arrival owing to the weather, and in similar lighters. It would be thus seen what sort of weather there was at the time. There was another point, steamers could only come out when the tide was ebb, the only exception being that of the *Fyen* which came out in flood tide; so it happened, however, that there was no ebb tide on that day. The wind was S.E. when the *Adria* arrived, and with such a wind, great risk would be incurred in crossing the bar. Then the *Wanya Wanya* was said to have never been aground, but it had been proved by the wharfinger that she had grounded twice while alongside the wharf. Such being the case it would have been rash for Capt. Breeze to have gone up the river. The Attorney General then referred to the evidence of Mr Behro, the then agent for the plaintiff, who gave it as his opinion that it was not safe for the *Adria* to have gone in, and he would certainly not have sanctioned it, having regard to the terms of the charter-party and to all surrounding circumstances. The Attorney General then referred to the evidence of the *Victoria* and Capt. Phillips, which bore on the description of the port of Cooktown.

Mr. MacIver, the superintendent of the P. & O. S. N. Company, was then examined. He spoke to entering into the charter party with the plaintiff. At that time he said he had never heard of Cooktown. He first heard of the place about three weeks afterwards, when he was told in the office that the *Adria* might be required to go there. The plaintiff wanted some alterations made for the conveyance of Chinese passengers. Witness at first objected, but on plaintiff offering to pay half the expense he agreed, because the alterations would be a permanent improvement to the vessel. Plaintiff also wished the vessel docked in order that she might make a quick passage, and witness agreed to this also on plaintiff offering to pay half the expense. The charter party was in the usual form for time charter parties in Hongkong.

Capt. Peake, a captain in the Australian Mail Steamship Company, was examined at great length in respect to the approaches to the port of Cooktown, and to the nature of the channel. His opinion as a nautical man was that it would not have been safe for the *Adria* to go into the port.

After reading the evidence of some other witnesses, the case was adjourned till tomorrow at 10 a.m., when Captain Breeze will be examined.

IN SUMMARY JURISDICTION. (Before Mr Justice SNOWDEN.)

27th April, 1876.

Hoo Too Shing v. Lee Kwong Chee, claim for \$227.—Mr Denby for plaintiff, and Mr Wotton for defendant. This suit arose out of a guarantee, dated the 16th October 1875, given by the defendant to the plaintiff to secure the good conduct of one Shum Yee Wo, an assistant in the employ of the plaintiff. The claim was made up of certain moneys due to the Hang Loong, Hui Loong and Kwong Cheong pig huts, for which the plaintiff was liable, and \$60.24 due to the plaintiff himself.

The plaintiff was called to prove his case, and stated that it was his universal course of trade to buy pigs on cash; all the pigs he bought through Shum Yee Wo he had paid for. But in August last he heard that Shum Yee Wo owed the pig lans money, and on reckoning his account he found there were 33 Taels due to him, but in consideration of his retaining the said Shum Yee Wo in his business the defendant agreed to enter into the guarantee in question. He did not know how much was due to the pig lans until December last, when a claim was made upon him. He has not paid these claims yet.

Mr Ahee, master of the Hui Loong pig lan, was then called, and he stated that he does not know the plaintiff; the goods were bought by a man named Ahee, who was the buyer for the plaintiff; the money due to his firm was on a running account. He never had notice from the plaintiff that he bought pigs on cash.

After further hearing, his Lordship reserved judgment.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."
Hongkong, April 26, 1876.

DEAR SIR.—Apropos of your question, "Why does not some European establish a

Laundry?" I would ask why does not some European set up the Washing Machine that was a short time ago advertised for sale at the Dock Yard here?

I presume that was the machine that had been in use on board the Hospital-ship *Victor Emmanuel* during the *Ashantee* War: washing, ironing, drying, mangle, &c., machinery of the latest construction had been provided for the hospital on board that ship, and in her transformation here it was taken out and advertised for a song.

Yours faithfully,
E. B.

China.

NINGPO.

At this time of the year a great number of Ningpoese go out to the Chinese Archipelago for the purpose of catching outfit-fish. It is estimated that between forty and fifty thousand people and from eight to nine thousand boats are engaged in this trade, which lasts about three months every year. A year or two ago, the quantity of outfit-fish exported from here to Shanghai, Hankow and other Chinese ports, amounted to nearly 50,000 piculs and was valued at nearly Tls. 280,000. To-day being the anniversary of the birthday of the "Queen of Heaven," the Chinese commenced early this morning, in fact very early indeed, to celebrate the joyful event, much to the annoyance of us foreigners; for at 3 o'clock this morning firing was heard from some of the mandarin gunboats which are moored abreast of the settlement. The firing has been kept up at intervals during the day.—*Courier Correspondent*.

TIENTSIN.

For some days after the trial of the dredging machine, it was engaged in digging a hole 35 feet deep, to convince the Chinese of its ability to excavate to that depth. An effort is now being made to raise the French machine, which capsized and sank some three years ago. This is no easy task, as it is so deeply embedded in the mud as to in all probability necessitate its being broken up. Chains attached to the dippers are fastened, by Chinese divers, to projections of the old machine, and so parts are being broken off, but the machine itself does not seem to have moved.—Captain Trotter, of the Royal Engineers, is making observations and taking notes in a quiet way, which will be of value, should there ever be difficulty of a serious nature between England and China. There is reason to believe that a considerable amount of information of a similar character has been collected during the few months past.

A report comes to us from the neighborhood of Lao Ling Hsien, in Shantung, of a very interesting phenomenon which has been attracting much attention in that section of late. The land in the particular place where the phenomenon was witnessed, lies much lower than the surrounding country. Some time since, it was noticed that a small tract, covering about three li in extent, was gradually becoming damp, and then quite wet on the surface. Now it is said that over an area covering about ten li, the ground is very wet, and in many places the water is bubbling up, giving every appearance of a small lake being formed. Two explanations are suggested, one, that an actual depression of the land is in progress; the other, that as the land already very low, the water is making its way through the porous soil from streams more or less remote, and so finding its level. Whichever hypothesis be correct, the fact, if such it be, is most interesting. As it has reached us from two or three different sources, there appears to be a good degree of credibility attaching to the rumour. Still, we must not be in too great haste in accepting it.

The last few days have been very dry and hot. The want of rain is felt so seriously, that the Chinese authorities are praying for it.—For the last two or three days, the South gate of the city—called the Fire-gate—has been closed, to the great inconvenience of those desiring to avail themselves of this way of ingress and egress. It was to be closed three days, and if no rain came, it was to be kept closed. No indications of a shower yet.

NavigatioN is very difficult just now, because of the number of junks in the river. The steamers have to run into the bank frequently to avoid a collision, and in all cases must go very slow.—N. C. D. News Correspondent, April 15.

HOOGHOK.

There was considerable gossip on Saturday, over a very small affair which occurred at the largest gate in the city. The Soochow Foo had just passed through the gate to see a friend upon a boat, and his Secretary was riding behind, when just then a Military Mandarin was coming in at the head of a company with flags, and as there was not room for two, the bannerman unhooked the civilian. The Soochow Foo returned, went into his judgment hall and made demonstrations, but the Chinese say he can obtain no redress, for the soldiers with banners belong to the Emperor's family (Tartars). I mentioned in my last, the narrow pile of rubbish piled in the busy street where the fire occurred. On Friday, an old gentleman, whose son is a very wealthy man, was passing the spot when he met his horse. He stepped aside, but the place was narrow, fell over and a large stone crushed in his nose, causing immediate death.—N. C. D. News Correspondent.

In the Northern end of Soochow is a fine pagoda, known by personal inspection to many of your readers, which is, since the destruction of the famous porcelain tower, the largest pagoda in China. In the Southern end of the city is another pagoda not so large as the first, but yet very large, being seven stories high. For some months it has presented a very peculiar appearance, as it is completely surrounded by scaffolding in the construction of which more than a thousand sticks of timber have been employed. I was told that this scaffolding is used for repairing the masonry. The funds for repairing this pagoda are not forthcoming, and I am inclined to accept the conclusion of the mechanic whom I interviewed that the work will not be entirely completed for several years.

I have read with interest the news with regard to the effort the Vicerey is making in Nanking to check opium-smoking. If he desire a field worthy of his presence and his patriotism, let him come to Soochow. I am afraid, however, that if he were to push matters to extremities and inflict capital punishment on all who sell opium or smoke it, there would not be much of Soochow left. The Famine especially need reform. One day as I was walking by one of them with a native who has spent several years in official circles, our noses were greeted by the well-known odour which poisons from an opium does not five paces from the public premises. My companion observed this sudden change in the atmosphere and dryly said, "Of every ten men in the Yamen, eleven smoke opium!"

An obscure rumour has reached Soochow that in Hupch between ten and twenty cities are in open revolt.—*Shanghai Courier Correspondent*.

CHERO.

The Chinese are evidently making frantic endeavours to intimidate foreigners. The infantry battalion at present stationed in the Yentai barracks is paraded and drilled eight hours every day instead of three days a month as formerly, and the marines belonging to the fleet of Cantonese war-junks are landed and marched through the settlement to the sound of the tom-tom as regularly as clock-work. The titum-tilly-titum—of the warlike musical instruments regales our delighted ears morning, afternoon and night, and no wonder that Germany is strengthening her naval forces, and Britain sending up her Flying Squadron, for the aspect of affairs is gradually assuming a decidedly serious colouring. I never saw such a congregation of villainous-looking scoundrels as these Chinese soldiers present. Dartmoor's choicest selection of cut-throats would be ignominiously eclipsed, if compared side by side with a company of Celestial sharp-shooters. One characteristic they seem however to possess in common with British soldiers, the infallible penchant for creating disturbances at unseasonable hours when permitted to mix with civilians of a certain class. Two or three fatal stabbing cases have taken place lately, and in consequence thereof two or three heads have been chopped off. One poor coolie in a fit of jealousy one night snatched a sword from a military swell, and without warning thrust it into two soldiers. All three are dead now.

The authorities have chosen a commanding position on the top of a hill for a fort, and a long-range swivel gun will sweep the harbour and settlement and all the surrounding country for miles both east and west. For several days we have been blessed with a sirocco, a genuine April wind—scorning blighting, evanescing, and laden with dust and debility. Rain has been a stranger since October, and the crops are suffering. If no moisture refreshes the fields soon, good-bye to a good season.

Mr. Seward passed up yesterday in the *Cliff*, looking fairly well after his recent pullback, and it is to be hoped that he will now enjoy excellent health to enable him to enter with a feeling of confidence into the duties of his ministerial capacity. Lassitude and extreme sore depression—thus do I summarize all.—*Shanghai Courier Correspondent*.

A CASE FROM POOTUNG.

The love, or loyalty, or whatever else the passion may be called which Chinese girls appear so unaccountably to cherish towards their future husbands whom they have never seen, is curiously exemplified by a case which occurred some years ago at Pootung. A girl of good family was betrothed to a youth of the name of Chao, who unhappily died shortly before the day appointed for the espousals. The bereaved bride was inconsolable, and entreated her parents to allow her to visit the coffin of her lost love. This request was refused, on grounds of propriety; but the girl, breaking all bounds, ran away to the house of mourning and, throwing herself on the floor beside the corpse, howled in a most determined manner. All attempts to pacify her were useless; and she insisted, moreover, on taking up her abode with the dead lad's parents from that time forward, and devoting herself to them until their death. This was very heroic, of course, but it seems that the old people would rather have been without her. However she would take no denial, and absolutely did stay and sleep enough to pay for her own keep and to contribute towards the other expenses for about five years. Then the old couple died, and this virtuous maiden, having honoured them with burial, prepared for her own doom. About this time political matters were in a very unsettled state, and it was rumoured in the neighbourhood that the T'ai-ping rebels were approaching fast. The excesses of the insurgents were of course well known and dreaded, and the girl was fully aware that if they reached the place while she was alive, her unprotected situation would expose her to the loss of honour and everything else that she possessed. She accordingly dressed herself in all her richest clothes, as though for a festivity; and then—so goes the story—took a needle, threaded it with silk, and sewed her garments securely to her own flesh. This done, she drank poison and died. The very next day the rebels came; and discovering this lovely corpse, and seeing at a glance the proof of the girl's purity and honour, they treated her with the profoundest reverence. So far indeed from robbing her of a single jewel, they gave her honourable interment, and it is further said—that this probably apocryphal—that the body preserved all the freshness and beauty of life for ten days after its decease.—*Shanghai Courier*.

THE "QUEUE" IN DANGER.

We mentioned the other day that the tail-cutting panic had spread to Soochow, where many instances of the strange amputation had occurred. These have been all detailed to me, but one case is very much like another, and there is no doubt a good deal that is apocryphal mixed up with what is, as indisputably, true. It is now stated that the Chinese in Shanghai city are in a very anxious state of mind, dreading lest the epidemic should make its appearance among them too. Hitherto, no tales have been lost, which is so far satisfactory; but the natives are said to be exceedingly uneasy. It is well known that there are many members of secret societies in Shanghai, and even some who still cherish sympathy with the T'ai-ping movement. How far these persons may be implicated in the conspiracy which appears to be creating such general distress elsewhere, of course it is difficult to say; but it may be safely affirmed that communication between the initiated all over the Empire is almost

perfect, and really wonderfully organised.

The action of the agents of these societies as exemplified on several occasions in the past history of China has always been characterised by a unanimity for which it is difficult to account, except by a system of secret signs, pass-words, and cryptographs complete enough to evade the strictest scrutiny of the authorities, as the latter have often discovered to their cost. It certainly seems as though something of the sort were on foot now, although it is difficult to get at the truth of all reports on account of the mixture of demonology and fetishism with which the whole thing is obscured. Rushes of supernatural wind, and the sudden appearance of devils cut out of red paper seem the signal for the loss of a victim's tail, and the unfortunate people have no other resource than to wear charms and amulets concealed about their persons, which however, as might have been expected, have proved not the slightest use. A facetious correspondent suggests that the whole thing emanates from a clever Chinese speculator, who is making money hard and fast by doing a big trade in human hair for wigs.—*Shanghai Courier*.

TRANSIT DUES.

"Mercator," writing to the *North China Daily News* on the subject of "Transit Dues," says:

The Chamber of Commerce having decided to prepare a statement of affairs that requires to be redressed when the treaty is revised, I venture to draw attention to a short road towards remedying one of the greatest evils from which foreign commerce is suffering, viz., the excessive and extra taxation levied on foreign merchandise, after it has paid the duty at the Customs according to tariff.

A great deal has been said and written about the transit dues, as settled by treaty. The merchants maintain that when the equivalent of half the tariff duty is paid on merchandise over and above the import duty, and a certificate is granted, no further taxation can be rightfully levied in any part of the Chinese Empire. The Chinese, whatever their views on the question were in 1860 when the Tientsin treaty was ratified, at present maintain that the payment of the equivalent off-hand! the tariff duty over and above the import duty, only frees the merchandise on its journey from the port to a specified place, and that when the merchandise reaches that specified place it may be taxed again *ad hocum*.

It is evident that an arrangement which admits of such contradictory interpretations cannot be considered satisfactory, and the sooner it is replaced by an indisputable covenant the better for both Chinese and foreigners, for such differences (involving grievances, and their indemnification) as have occurred with reference to the extra taxation of goods, may lead to something more serious than remonstrances, when the opportunity arrives for settling accounts between Foreign powers and China.

It is useless arguing on the 28th article of the Treaty of Tientsin, and Rule 7 appended to the treaty, so long as the litigants take such decided views of their rights on the subject.

An attempt has been made by foreign merchants to strengthen their view of the case, by appealing to Lord Elgin's explanations of the Tientsin Treaty. The advocates of the Chinese Government, per contra, confidently assert that Lord Elgin held a very different view of the matter from that which the merchants suppose his Lordship took.

The practical way to avoid all future trouble about transit dues, and to strengthen the merchants' view of the case, would be to claim from the Chinese Government what Lord Elgin obtained from the Japanese Government, in the treaty of 26th August, 1858, or exactly two months after the Tientsin Treaty was signed, and which was embodied in the XIV article of the Japanese Treaty: "All goods imported into Japan by British subjects, and which have paid the duty fixed by this treaty, may be transported by the Japanese into any part of the Empire, without the payment of any tax, excise, or transit duty whatever." This article is the best comment on what Lord Elgin thought about inland taxation being placed beyond discussion, and commands itself by its completeness and simplicity for adoption by the Chamber of Commerce, in their proposals for the revision of the Treaty of Tientsin. I take the liberty, therefore, to suggest it for their consideration.

AFFRAY BETWEEN CHINESE AND MANCHUS.

It is not often that we hear of collisions between the Chinese and Manchus, even in those parts of the empire where they see more of each other than they do hereabouts. But a sort of mild fray seems to have occurred a short time ago, during an extensive exodus of Manchus from the province of Hunan to the city of Hangchow. A contingent of Manchu soldiers, numbering with their wives some five thousand persons, received orders to "lift" and a formidable caravan was accordingly soon afoul *a route* for their new quarters. As they passed along they naturally attracted great attention, especially the ladies, who, disporting themselves on the banks of the river in their quaint yet handsome Northern dresses of rich silks, and generally outlandish gear, were the observed of all observers. Everything went smoothly however until they approached Soochow, where they met a native Chia-fu with his train of boats. In common courtesy the Manchus ought to have given way to the mandarin, but they were far too independent for that, and considered that both cavaliers should do the best they could for themselves. Naturally a collision resulted, and then ensued a free fight between the Manchus' boatmen and the retainers of the Chia-fu, in which the latter got terribly the worst. Indeed so hot was the fray that the mandarin himself took flight and fled for his life, leaving his unlucky servants to fend for themselves. The Fu-tai, to whom he told his tale of woe, complained to the Chia-fu or military commandant of Soochow; and this officer arrested the noble rage of his civil colleagues by arresting three of the unlucky sailors and treating them each to five hundred blows, while the Manchus, not being amenable to the jurisdiction of a Chinese mandarin, coolly purposed their journey to Hangchow. It is curious however that there seems to be a little jealousy between the two races. Each lives and keeps itself apart from the other, but one seldom hears of their quarrelling, and such a case as we have just referred to appears to be regarded by the Chinese quite as a matter-of-course.—*Shanghai Courier*.

Straits Items.

(Times.)

H. M. S. *Modeste* has left the port, taking the Governor of Labuan to his post, but is shortly expected back.

We learn that the stay of H. M. S. *Modeste*, Captain Buller on his return from Labuan, will be of short duration, as she has been ordered to Yokohama, where Captain Buller will be the Senior Naval Officer.

A rumour is current to the effect that the body of Captain Kuean, known as having belonged to the S. S. *Medina*, has been found in the Red Sea, lashed to a spar. It is believed that he was in command of a small Turkish vessel, which was wrecked.

EXPLORATIONS IN NEW GUINEA.

Captain Moresby, by his successful voyage round south-east and northern New Guinea, has been fortunate enough to narrow still further this already limited area of undiscovered country, and has most satisfactorily continued and completed the explorations made by the French, the Dutch, and ourselves in the neighbourhood of Papua since Dampier's exploits in 1699. The main results of his cruises have previously been made public; but at a time when all genuine information concerning this region is so eagerly looked for, a detailed account of an expedition which examined and laid down upon the chart 300 miles of unknown islands finding many smaller islands and new harbours, entirely altering our ideas of the configuration of the eastern extremity of Papua, and pointing out a new route for steamers between Australia and China, must necessarily be of great interest. The volume before us contains, in fact, the record of four separate voyages, and one-third

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G. B. EMORY, Acting Agent, Hongkong, April 1, 1876. myl



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A. McIVER, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, April 22, 1876. myl

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THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

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For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent, Hongkong, April 16, 1876. myl

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